



ILLINOIS ELECTRIC VEHICLE ADVISORY COUNCIL
Monthly Meeting

January 23, 2013

Chicago: Thompson Center at 100 W. Randolph St., Suite 3-400 (IDCEO Office)

Springfield: Ridgely Building at 500 E. Monroe St., 4th Floor (IDCEO Office)

Dial-in: 1-888-806-4788, access code 636-899-4874#

2:00 PM

Welcome & Introductions

David Ross, Department of Commerce and Economic Opportunity, called the meeting to order. He invited participants in the Illinois Electric Vehicle Advisory Council (EVAC) meeting to introduce themselves.

Council Members

Samantha Bingham, City of Chicago; Darwin Burkhart, the Illinois Environmental Protection Agency; Jack Darin, the Illinois Sierra Club; Sharon Feigon, I-GO Car-Sharing; Representative Michael Fortner; Daniel Gabel, Commonwealth Edison Company; Rodney Hilburn, Ameren Illinois; Steve Massey, the Illinois Department of Transportation; Joseph Mikulecky, Farnsworth Group; Tony Reinhart, Ford Motor Company; Tracy Woodard, Nissan.

Stakeholders

Bruno Armand, DBT USA; Caitlyn Barnes, Michael Motor, and David Ross, the Illinois Department of Commerce and Economic Opportunity; Stephanie Cox, Ecotality; James Ellis, Nissan; Ted Gibbs, Tollway; Sarah Gulezian, CNT Energy; Abby Hahne, the American Lung Association; Jennifer Hinman and Eric Schlaf, the Illinois Commerce Commission; Eric Kozak, Ameren; Brian Levin, ChargePoint; Tim Milburn, Greenway; Micah Miller, the Illinois Secretary of State's Office; Ross Patronsky, Chicago Metropolitan Agency for Planning; Cathy Philbin, Good Electric; Norm Reed, Ameren; Marcy Rood Werpy and Dan Santini, Argonne; Bob Spatz, Carbon Day; Charles Stephens, ZipCar; and Gabe Sulkes, the Illinois Department of Transportation.

Absent Members

Jon Feipel, the Illinois Commerce Commission; Senator Susan Garrett; Joshua Milberg, Wildan Energy Solutions; Andrew Moyer and Kate Tomford, the Department of Commerce and Economic Opportunity; Senator Susan Rezin; Representative Ann Williams; and Sarah Wochos, Environmental Law and Policy Center.

Status Update: ICC Rulemaking on EVSE Installer Certification – Eric Schlaf, Illinois Commerce Commission

The Illinois Commerce Commission (ICC) began its rulemaking process for the electric vehicle installer certification last summer with workshops involving input from stakeholders. Those workshops led to a

staff proposal on the certification, which was recently approved by the ICC. The approved proposal was published within the *Illinois Register* on November 26, 2012, beginning a 45-day comment period which ended on January 10, 2013. Currently, the proposed rule and its comments are being reviewed by an administrative law judge. The judge will issue an order on the proposed rule, which may be commented on by interested parties to the case. Following, there will be a period of reply. After this period ends, the administrative law judge will reassess the proposal and its comments and then put forward his ruling.

The proposed rule which was published in the *Illinois Register* may be viewed [here](#).

The docket for the proposed rule, draft rule, and staff comments may be viewed [here](#).

The initial workshop comments for the proposed rule may be viewed [here](#).

Questions for Schlaf

Barnes asked for an estimated time period in which the Council could expect the final certification process to be released and implemented. Schlaf responded that the final deadline for the rulemaking process will occur during the third week of April and that the certification will take effect by the end of this calendar year. However, Schlaf noted that this time table is still subject to the ICC.

Status Update: Alternate Fuels Rebate Program – Darwin Burkhart, Illinois Environmental Protection Agency

The past review cycle for applications to the Illinois Alternate Fuels Rebate Program closed on January 31, 2013. During this cycle – which ran from July 1, 2012 to January 31, 2013 – the Illinois Environmental Protection Agency (IEPA) saw a significant increase in the number of applications for electric vehicle rebates. In the first review cycle of the past calendar year – from February 1, 2012 to June 30, 2012 – the IEPA received 200 applications for electric vehicle rebates. During the past review cycle, the IEPA received 400 applications for electric vehicle rebates.

The IEPA also saw a substantial increase in applications for natural gas vehicle rebates and propane vehicle rebates. One highlight in this area was an announcement by Menards that the company had purchased 140 propane-fueled delivery trucks and would be installing public propane fueling at 30 of their stores.

The rebate request backlog for the Illinois Alternate Fuels Rebate Program now totals over \$2 million, and the current annual appropriation for the program is only \$1 million. The IEPA has been working with the Office of Governor Pat Quinn to procure new sources of funding through legislation that will be proposed during the spring session of the Illinois General Assembly. More details on this proposed legislation should be available within upcoming EVAC meetings.

The IEPA also recently updated its Illinois Green Fleets website, making the website easier to navigate for members of the public.

The Illinois Green Fleets website and information on the Illinois Alternate Fuels Rebate Program may be found [here](#).

Questions for Burkhart

Reinhart asked what impact the sales tax initiative for Illinois corn growers might have on the Illinois Alternate Fuels Rebate Program. Burkhardt was unfamiliar with the initiative's potential impact on the IEPA's program.

Status Update: Illinois EV Forums – Abby Hahne, American Lung Association

The American Lung Association (ALA) is in the process of planning the upcoming Illinois Electric Vehicle Forums to be held during this calendar year. The ALA has been in contact with State Representative Michelle Mussman to host a forum in the Schaumburg area in the spring. The ALA also hopes to host two other forums, potentially in Western Illinois and Chicago.

The new Drive Electric Illinois website was recently launched to provide information on electric vehicles, their benefits, and their available incentives. A Facebook page was launched simultaneously, which will provide updates on the Illinois Electric Vehicle Forums and recent electric vehicle news.

The Drive Electric Illinois website may be found [here](#).

Questions for Hahne

There were no questions for Hahne.

Status Update: Illinois EV Infrastructure Rebate Program – Caitlyn Barnes, Illinois Department of Commerce and Economic Opportunity

The Fiscal Year 2013 Illinois Electric Vehicle Infrastructure Rebate Program ("infrastructure rebate program") closed on December 20, 2012. At this time, the Illinois Department of Commerce and Economic Opportunity (IDCEO, "Department") has preliminary data estimations for the Fiscal Year 2013 funding cycle of the program and how it compares to the Fiscal Year 2012 funding cycle.

Anticipated Projects in FY'13

- 55 total projects
- 26 residential projects
- 29 non-residential projects

This is an increase of one project from Fiscal Year 2012.

Anticipated Stations in FY'13

- 79 total stations
- 26 residential stations
- 53 non-residential stations
- Nearly 2/3 non-residential

In Fiscal Year 2013, the IDCEO funded 79 total stations, of which 16 were dual stations. When considering dual stations as a two unit-package, this is an increase of 10 stations from Fiscal Year 2012. In both Fiscal Year 2013 and Fiscal Year 2012, nearly two-thirds of the funded stations were non-residential.

Anticipated Costs in FY'13

- Total costs of eligible projects: \$673,036.82
- *Nearly 93% of project costs are for non-residential stations and installations*
- Average cost per eligible residential station (including installation): \$1,721.93
- Average cost per eligible non-residential station (including installation): \$11,854.09

In Fiscal Year 2013, total project costs increased significantly from the costs measured in Fiscal Year 2012. However, the average cost per eligible residential station stayed relatively the same, meaning the increase came from the non-residential projects. On average, *per station*, non-residential project costs were nearly **2.5 times higher** in Fiscal Year 2013 than in Fiscal Year 2012. In Fiscal Year 2013, the average cost per station for non-residential projects was **7 times more** than that of residential projects.

The IDCEO believes that the increase in leveraged funds by non-residential applicants was due to improved funding caps which incentivized the purchase of networked and dual stations. Applicants could receive up to \$3,750 per networked single station or up to \$3,000 for non-networked single stations. The IDCEO also implemented a new funding cap for dual stations, which can provide a Level II charge to two electric vehicles at one time. Applicants to the Fiscal Year 2013 funding cycle could receive a rebate of up to \$7,500 per networked dual station and up to \$7,000 per non-networked dual station.

Anticipated Rebates in FY'13

- Total amount of rebates for eligible projects: \$271,481.80

In Fiscal Year 2013, anticipated rebates will be **2 times higher** than those of Fiscal Year 2012. Rebate amounts for non-residential projects stayed relatively the same, while non-residential awards accounted for the majority of the change. Non-residential awards were over **2.5 times higher** in Fiscal Year 2013 than in Fiscal Year 2012.

As mentioned in costs, the IDCEO believes that project and rebate costs increased due to the increased and improved funding caps which incentivize the purchase of networked and dual stations.

Reasons for Ineligibility in FY'13

- Lacking documentation (10)
- Purchased and installed prior to April 16, 2012 (4)
- Did not meet technology or safety standards required by the program / Tesla (3)
- Received ARRA funding from The EV Project (2)
- Installation was not completed by December 20, 2012 (1)

Note: These numbers only reflect the applications that were submitted and received by the IDCEO. These numbers do not include individuals who inquired about the infrastructure rebate program and were informed they were ineligible.

The IDCEO's Electric Vehicle website may be found [here](#).

Questions for Barnes

Massey and Morris asked if government agencies would be eligible for rebate under the infrastructure rebate program. Barnes responded that government agencies would be eligible, provided they had not received funding or equipment from the American Recovery and Reinvestment Act (ARRA), or from programs funded by ARRA.

Feigon asked for an estimated turnaround time for the rebate payment to be received by applicants approved for a rebate. Ross responded that applicants typically received their rebate payment in less than a month. Ross noted that if applicants to the program have questions about their application or rebate payment, they should contact the Illinois Energy Office directly.

Burkhart asked how the IDCEO determines if applicants that could not provide complete documentation by the program deadline would be eligible for the upcoming funding cycle of the infrastructure rebate program. Barnes responded that for most applicants, it will depend on the date of purchase for their equipment. The Department anticipates allowing individuals who purchased their stations after the previous funding cycle opened on September 4, 2012, to apply for the upcoming funding cycle of the program. If applicants purchased their station prior to September 4, 2012, they would be ineligible for the program during the upcoming funding cycle.

Barnes mentioned that she has begun a list of email addresses for individuals who are interested in being contacted once the upcoming funding cycle of the infrastructure rebate program opens. Barnes invited the Council to inform interested individuals to contact the Department at IllinoisEV@Illinois.gov.

Motor informed the Council that proof-of-purchase documentation is the most frequent issue in applications submitted to the infrastructure rebate program. Applicants that purchased stations late in the funding cycle often cannot provide complete proof-of-purchase documentation prior to the deadline of the funding cycle. Further, many applicants this cycle utilized contractors for the purchase of materials and installation, which increased the difficulty of collecting proof-of-purchase documentation. The Department will revisit what is required of applicants who utilize contractors or sub-contractors to make the process clear. Motor noted that the Department wants to provide incentives to the public, but recognizes the potential for applications to be audited for financial documentation. This makes it necessary for DCEO staff to perform due diligence activities and to collect proper documentation which shows a clear financial trail from the applicant to the completed purchase of equipment and installation.

Cox asked how many applications for the infrastructure rebate program were ineligible because they had received funding or equipment from Ecotality. Barnes noted that two applications were denied due to their use of ARRA funding via Ecotality. However, she noted that more individuals may have contacted the Department directly to inquire about the program that might have been turned down for this reason. Inquiries into the program were not tracked.

Spatz asked if there are any alternative programs for individuals with stations that were ineligible for the infrastructure rebate program. Barnes noted that the Department is unaware of other programs offered by the State of Illinois which fund infrastructure for electric vehicles. However, there are federal tax incentives available for the purchase of electric vehicle charging stations. Information for those incentives can be found on the Department of Energy's website, located [here](#).

Milburn asked if individuals who install their charging stations prior to the upcoming funding cycle of the infrastructure rebate program will be eligible for a rebate under that cycle. Ross noted that it is the intention of the Department to allow applicants who purchased their stations after the opening of the previous funding cycle (September 4, 2012), to apply for the upcoming funding cycle of the program.

Feigon noted that the IDCEO had previously discussed opening the infrastructure rebate program in March and asked why the date had been pushed back. Barnes noted that during the past funding cycle of the program, questions had been raised as to parts of the rebate application and its requirements. Those questions should be discussed with the program manager, Kate Tomford, who will not return from maternity leave until March of 2013. Therefore, it will take a few months longer than initially anticipated to release the updated application guidelines, to ensure that the Department has addressed all relevant concerns.

Milburn asked if the infrastructure rebate program was guaranteed to reopen. Ross noted that the Department cannot guarantee that the program will reopen, but fully intends to reopen the program if possible.

Status Update: Ecotality EV Project – Stephanie Cox, Ecotality

On behalf of Ecotality, Cox thanked the EVAC for the time and support that has been provided to The EV Project.

At this time, The EV Project has run out of commercial equipment and is no longer seeking new applications for placement. The EV Project has secured 150 level II charging stations and five DC fast charging stations to be installed in the City of Chicago. Continental Electric has also purchased a small batch of charging stations that will be available for individuals who had problems submitting their paperwork to Ecotality before the program deadline. This means that although The EV Project has officially stopped seeking sites, it anticipates the estimated number of stations to increase slightly, thanks to the addition. The number of installed stations will also increase within the upcoming weeks as the selected sites are visited and the installation process begins.

At this time, the first data for the City of Chicago has been released within the fourth quarter report for 2012 and is available for access by the public on The EV Project's website. The report demonstrates several lessons learned from the project. A final report will follow after the end of this calendar year, once data collection has been completed. At this time, Ecotality is taking suggestions on the data to include in that final report.

The EV Project was successful in Chicago, as it met its minimum target of 150 stations. However, Cox believed that the program could have had twice as many installations if a little more time – around three months – had been available.

The EV Project website may be accessed [here](#).

The EV Project documents may be accessed [here](#).

The EV Project EVSE and Vehicle Usage Report for the 4th Quarter of 2012 may be accessed [here](#).

Recent News: City of Chicago – Samantha Bingham, City of Chicago

The City of Chicago recently announced that Smith Electric will be opening a new manufacturing facility in Chicago. Smith Electric is a manufacturer of commercial, full-sized electric vehicles. The company headquarters for Smith Electric are located in Kansas City, Missouri, and another facility is planned for New York City, New York.

The Chicago Department of Transportation has also announced the launch of a \$15 million program to incentivize the use of electric vehicles by corporations and individuals. This incentive may be used in coordination with the Alternative Fuels Rebate Program offered by the IEPA and the Electric Vehicle Infrastructure Rebate Program offered by the IDCEO. \$11 million of this program will be allocated to supporting an electric truck voucher program, which incentivizes the purchase or upgrade of electric trucks in fleets based on the size of the vehicle's battery pack. Through similar programs, the City of Chicago has deployed 404 hybrid and compressed gas vehicles, 200 electric vehicle charging stations, and 17 compressed fuel stations.

The press release for these announcements, from the Office of Mayor Rahm Emanuel, may be accessed [here](#).

Recent EV News – Caitlyn Barnes, Illinois Department of Commerce and Economic Opportunity

In November, 2012, the Department of Energy announced Argonne National Lab will receive an award of up to \$120 million over 5 years to establish a new Batteries and Energy Storage Hub. The press release from Argonne National Lab discussing this announcement may be accessed [here](#).

During November, 2012, SPX announced that it will begin installation of wireless chargers for Nissan Leaf and Chevrolet Volt vehicles in April, 2013. An article by Danny King of Auto Blog Green discussing this announcement may be accessed [here](#).

On January 2, 2012, bill H.R.8 was signed into law as Public Law No 112-240. This legislation extended federal tax incentives for electric vehicles and electric vehicle infrastructure. An article by Business Fleet, directly discussing this extension, may be accessed [here](#). The full text of Public Law No. 112-240 may be accessed [here](#). A description of available incentives, provided by the U.S. Department of Energy, may be accessed [here](#).

In January, 2012, DBT USA and ChargePoint announced that DBT's new Level II EV charging stations can now connect to ChargePoint network. Armand noted that DBT USA is an established European company, which will be launching 35 new station types in the United States. For information on this announcement, contact [Bruno Armand](#), DBT USA, or [Anne Smith](#), ChargePoint.

In January, 2012, ChargePoint was named the leading electric vehicle charging station equipment manufacturer by Pike Research. The full study by Pike Research may be accessed [here](#). The press release from ChargePoint discussing this announcement may be accessed [here](#). Leven noted that ChargePoint was excited to receive this news and for its current expansion in the Illinois and United States markets.

Illinois' first electric vehicle car show will be held in Atlanta, Illinois on June 8, 2013 from 10 a.m. to 4 p.m. All electric vehicle and hybrid owners are invited to participate in the event. Individuals may request more information on this event by contacting Bill Thomas by email at wthomas@teleologic.net or by phone at (217) 648-5077.

The ChicaGO Green 2013 Conference will be held on January 24, 2013. Odhe will moderate an Electric Vehicle panel discussion at the event from 4 p.m. to 5 p.m. The brochure for the ChicaGO Green 2013 Conference may be accessed [here](#).

Member and Stakeholder Comments

Mikulecky provided an update for the Bloomington-Normal area.

Bloomington-Normal Update – Joe Mikulecky

Normal recently purchased 49 new electric vehicle charging stations through a Department of Energy grant. Of those stations, 47 have been installed. This brings the total number of stations in the Bloomington-Normal area to 53. The locations of all 53 stations are listed on [carstations.com](#) and may be accessed by the public. Normal has also purchased six new electric vehicles for its fleet, increasing the fleet size to 12 total electric vehicles. The Bloomington-Normal area hopes to benefit the implementation of electric vehicles and electric vehicle charging stations by leading by example.

Mitsubishi is providing a \$69/month lease rate for 24 months (plus \$2,100 tax, title, and license) to reduce their 2012 inventory. This deal does apply to the Mitsubishi i-MiEV electric vehicle.

Illinois State University will be hosting Family Science Day on April 13, 2012 at Redbird Arena in Bloomington, Illinois. This event will feature an electric vehicle showcase and the CIRC 2013 Bot Brawl. More information on this event can be found [here](#).

Closure

The meeting was adjourned.